

The China Mail.

Established February, 1845.

VOL. XLIV. NO. 7787.

號八月八十八百八十一英

HONGKONG, WEDNESDAY, AUGUST 8, 1888.

日初月六年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STANET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street. W. M. WILLIS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMADEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., The AFRICANIS Co., Colombo.

SINGAPORE STRAITS, &c.—SAYL & CO., Singapore. C. HEINZNER & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, S. L. QUEIROZ & CO., Amoy, N. MOAILI, F. A. DE CRUZ, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Whampoa, Yekohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Summs less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,000 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent, per annum interest.

4.—Interest at the rate of 3% per cent, per annum will be allowed to depositors on their fully balanced accounts.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors will not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked On Hongkong Savings' Bank Business is forwarded from the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PRO.\$7,500,000
PROFITABLE.....\$7,500,000

COUNCIL OF DIRECTORS.

Chairman—Hon. JONES BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.

C. D. BOTTOMLEY, S. C. MICHAELIAN,
Esq.

W. G. BEADNE, Esq. J. S. MOSES, Esq.
H. L. DALMYSLE, L. POENECKER, Esq.
Esq.

R. TAYLOR, Esq. N. A. SIEUS, Esq.
Hon. A. P. MOEWEN, Esq.

CHIEF MANAGER
Hongkong, THOMAS JACKSON, Esq.
MANAGER
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent, per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent, per annum.
" 6 " 4 per cent, " "
" 12 " 6 per cent, " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Deposited on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Intimations.

NOTICE

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEAK STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on application forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, July 27, 1888. 1128

Intimations.

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1). Glass Jars (for numerous purposes),
(2). Illustrated Papers and Books for the Student Reading Room and Library.

Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1817

MEMORY

—Loistot's System is easy and interesting, and improves the natural memory. Praised by Mr. R. A. Proctor (Astronomer), many professional men, pupils who have PASSED EXAMINATIONS, who have rapidly learned Arabic and other difficult languages, &c. Lessons by post. Prospects (English, Français, or Deutsch) post-free, from Prof. Loistot, 37, New Oxford Street, London, ENGLAND. 1237

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Intimations.

IMPAIRED VISION.

LAWRENCE & MAY'S PERFECT PEBBLES



Are clear, cool, & preserving to the sight.
Mr. LAWRENCE is now in HONGKONG, and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES VS. BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight perfect, and that when unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Optician, Dr. Scoburg Wells, testified that he had no hesitation in stating that the haphazard plan of fitting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. CHOOON, Esq., F.R.C.O., Barrister-at-Law, Singapore, Writes:

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. Wear them with much satisfaction and comfort, and find the frames are especially convenient.

To MESSRS. LAWRENCE & MAY,
Hotel D'Europe, Singapore.

LAWRENCE & MAY,
OPHTHALMIC OPTICIANS
(Opticians to the Principal Ophthalmic Surgeon in England and India)
OFFICES—Old Bond Street, LONDON,
3 & 4, Hard-Stout, CALCUTTA,
22, Ramputtow, BOMBAY,
Hongkong, July 23, 1888. 1232

DENTISTRY.

FIRST-CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(FORMERLY ASSISTANT TO DR. ROGERS,)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers.

No. 2, DUDDELL STREET.
CONSULTATION FREE.

Discount to missionaries and families.
Solo Address.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORESTERS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, August 25, 1888. 1488

CHAS. J. GAUPP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RATHKE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMPRIMER CHARTS.
NAUTICAL BOOKS.

ENGLISH & SILVER-PLATEDWARE,
CHRISTOFLE & CO.'S ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 742

To-day's Advertisements.

EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at PORT DARWIN, and taking
through cargo to QUEENSLAND
PORTS, NEW ZEALAND,
TASMANIA, &c.)

The Steamship
Tanunda,
Captain S. A. Watson, will
be despatched for the
above Ports on FRIDAY, the 10th Inst., at
4 p.m., instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & CO.,
Agents.

Hongkong, August 8, 1888. 1324

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS,
FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Co.'s Steamship
Melbourne,
Commandant LABROTON,
will be despatched for the
above Ports on or about WEDNESDAY,
the 15th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 8, 1888. 1322

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

TO-MORROW EVENING,
the 9th August, 1888.

THE AMERICAN MUSICAL
COMEDY & OPERA COMPANY.

Directors (Mr. PEMBERTON W. WILLARD,
John F. SHERIDAN).

Will appear as above in
SYDNEY GRUNDY'S GREAT LONDON FARCE
COMEDY,
THE ARABIAN NIGHTS.

CAST OF CHARACTERS.

Arthur Hummingtop, Mr. P. W. Willard,
Ralph (brother) Charles Fisher,
Joshua Gilbernd (his)
Brother-in-law, J. F. Sheridan,
Dobson (his Servant), A. Stach,
Mrs. Hummingtop (his) Miss M. Morrison,
Mrs. Gilbernd (his)
Mother-in-law, E. Levington,
Daisy Maid (his Niece), Vera Paley,
Barbara (his Servant), Eddie Actine,
Rosa Columbie, G. Whiteford.

Scene—APARTMENT IN HUMMING-
TOP'S HOUSE.

The Comedy will be preceded at 9 Sharp
by a CONCERT.

Conductor—Mr. J. A. ROBERTSON.*

SATURDAY,
11th August, 1888.

SIR JAMES BENEDICT'S DELIGHTFUL OPERA,
LILY OF KILLARNEY.

Prices \$3, \$2, and \$1.

Plan at Messrs. KELLY & WALSH'S, LTD.
All communications to PEMBERTON W.
WILLARD, Hongkong Hotel.

Hongkong, August 8, 1888. 1326

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
1,253 Tons Register, WATSON, Com-
mander, will be despatched for VAN-
COUVER, B.C., and SAN FRANCISCO,
via KOBE and YOKOHAMA, on THURS-
DAY, the 16th August, at 3 p.m.

To be followed by the S.S. DUKE OF
WESTMINSTER, on the 31st August, S.S. PARTHIA, on the 13th September,
and S.S. BYSSINIA, on the 4th October.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST SHIPMENT COMPANY
and other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows—

To Vancouver and Victoria, \$160.00
To San Francisco, 175.00

To all common points in Can-
ada and the United States] 230.00

To Liverpool 300.00

To London 365.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consignments to be accepted. Large
cargo destined to points in the United States
should be sent to the Company's Office,
address to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 15th August.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, August 8, 1888. 1247

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH to NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF NEW YORK will be despatched
for San Francisco via Yokohama
on WEDNESDAY, the 29th Inst., at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways to Havana, Trinidad and
Dominica, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

First-class Fares granted as follows—

To San Francisco, \$200.00

To San Francisco and return, \$350.00

available for 6 months 350.00

To Liverpool 325.00

To London 338.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Consignments to be accepted. Large
cargo destined to points beyond San Fran-
cisco, should be sent to the Company's
Office in Sealed Envelopes, addressed to
the Collector of Customs at San Fran-
cisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 8, 1888. 1323

SHIPPING REPORTS

The British steamer *Leander* reports:

Had light Southerly winds; later part
light variable winds with hot sultry weather.

The Japanese steamer *Mitsubishi* re-
ports: On August 6th, spoke steamer
Fushimi Maru, from Hongkong bound Kat-

aihama, 2 days out.

POST OFFICE NOTICES.

MAILS will close—

For NAGASAKI—

Per Victoria, at 1.30 p.m., on Thursday,
the 9th inst.

For NAGASAKI, KOBE & YOKOHAMA—

Per *Tsuran*, at 3.30 p.m., on Thursday,
the 9th inst.

For SHANGHAI—

Per Ningpo, at 3.30 p.m., on Thursday,
the 9th inst.

For SAIGON—

Per *Zitao*, at 4.30 p.m., on Thursday,
the 9th inst.

For SWATOW, AMOY & FOOCHOW—

Per *Haihong*, at 11.30 a.m., on Friday,
the 10th inst.

For PORT DARWIN, SYDNEY, MEL-
BOURNE & ADELAIDE—

Per *Tunbridge*, at 3.30 p.m., on Friday,
the 10th inst., instead of as previous-

ly notified.

MEMOS. FOR TO-MORROW.

Shipping:

4 p.m.—Ningpo leaves for Shanghai.

4 p.m.—Tehran leaves for Nagasaki, &

Amusements:

9 p.m.—Performance at the City Hall.

Miscellaneous:

Goods per Steamer *Ozawa* unclaimed after
Noon subject to rent.

WATSON'S

PRICKLY HEAT LOTION
AND POWDER

A REA's Specific for
PRICKLY HEAT,
AND ALL SKIN ERUPTIONS

caused by the hot weather.

DIRECTIONS.

Apply with a Soft Sponge, and when
nearly dry dust over with "The Dusting
Powder." Irritation will entirely cease in
a few moments, and be succeeded by a most
agreeable cool and refreshing sense of com-
fort and ease.

A light dose of WATSON'S SALINE
APERIENT in the morning is also recom-
mended as a detergent.

A. S. Watson & Co., Limited.

THE HONGKONG DISPENSARY.

then the sole registered owner at and for the price or sum of \$29,00, less 2½ per cent, \$5000 bargain money to be paid at once, \$10,000 at end of the month of April then next ensuing, and balance not later than end of May; but payment in full to be made should delivery of vessel be taken sooner.

4. On or about the 30th day of March 1885, the plaintiff paid to the defendant in part payment of the said contract \$5000 bargain money.

5. On or about the 14th day of April 1885, the said steamship *Estrella* was arrested and seized under a writ of foreign attachment issued out of the Honorable Court in a suit (No. 18 of 1880) in which one William McGregor Smith was the plaintiff and the defendant in this suit, the said Angel Ortiz, and two other persons were defendants.

It was agreed, agreed by and between the plaintiff and the defendant that the 2nd instalment of the purchase money of the said steamship *Estrella* should not be paid until the said vessel was freed from such seizure and arrest.

7. On or about the 25th day of May 1885, the defendant paid the said Angel Ortiz informed the plaintiff that the said steamship *Estrella* had been released from the arrest and seizure aforesaid and that full security had been given to meet the claims of the said William McGregor Smith and of all other persons claiming or likely to claim against the said vessel and that he the plaintiff might safely pay the said second instalment of \$10,000 and proceed to complete the purchase and transfer of the said steam vessel.

8. Relying on the truth of the defendant's statements in the last paragraph mentioned, the plaintiff paid the said second instalment of \$10,000 on or about the 28th May 1885, and on the 10th June following a further sum of \$5,000, making in all \$20,000, and executed all documents and papers necessary to complete the legal transfer to himself of the said steamship *Estrella*.

9. The statements of the said defendant were untrue, as the said defendant at the time he made them well knew. The said steamship *Estrella* was not released from the said seizure and arrest until the 16th day of June 1885, and no security had been given or ever was given by the defendant or by any one in his name or on his behalf to meet the claims of John Henry Smith one of the persons referred to in paragraph 7 of this petition and well known to the defendant as a person who had claims against the said ship.

10. On the 16th day of June 1885 the plaintiff took delivery of the said steamship *Estrella* but the said vessel was immediately after arrested at the suit of the said John Henry Smith and remained so arrested from that date until the 22nd March 1886 first under a warrant of the Vice Admiralty Court of Hongkong and then under and by virtue of an injunction issued out of this Honorable Court at the suit of the said John Henry Smith against the said Angel Ortiz and others.

11. To obtain the removal of said injunction and the release of the said steamship *Estrella* from such detention as aforesaid the plaintiff paid to the said John Henry Smith a sum of \$5,000.

12. The defendant narrated to the plaintiff that he had a good title to the said steamship *Estrella* and that she was free from incumbrances and that he, the defendant, had guaranteed and secured or would guarantee and secure the plaintiff against all claims against the said steamship.

13. The defendant had not a good title to the said steamship vessel, the *Estrella*, and she was not free from incumbrances, and the defendant did not, although repeatedly called on to do so, guarantees or secure the plaintiff against the claims of the said John Henry Smith.

14. Between the 15th day of June 1885 and the said 22nd day of March 1886 the plaintiff disbursed in and about the said steamship *Estrella* for the necessary expenses thereof the sum of \$4,472.21.

15. The plaintiff was deprived during the whole of the said period of the use of the said steamship and lost large sums of money thereby.

16. On or about the 1st day of June, 1885, the plaintiff contracted with one Yam San Yuk for the sale to him of the said steamship *Estrella* with her appurtenances for the price or sum of \$35,000, but he was unable to carry out and complete his said contract because of the arrest and detention of the *Estrella* as aforesaid; and he therby lost the profit he would otherwise have made by the sale of the same.

17. On the release of the said steamship *Estrella* in March 1886, the plaintiff was able to obtain no more than \$22,000 for the said steamship.

The plaintiff therefore claims:—

1. \$13,000 his loss on the said sale.

2. \$4,72.21 hindrance as aforesaid.

3. \$5,000 paid by him as aforesaid to the said John Henry Smith for the release of the said steamship.

4. Such further and other relief as the nature of the case may require.

Mr Francis said he need only explain in addition that the transactions alleged in the position actually took place in the absence of the principals, and between agents on both sides. Mr C. J. Rapp was agent for the plaintiff, and was the learned counsel thought, entirely unknown to the defendant whose agent and representative here in all the transactions was Mr Melby. The answer is as follows:—

1. The defendant denies the allegations contained in paragraphs 1, 2, 3, 4, 5 and 10, and denies the allegations contained in paragraphs 6, 7, 11, 12, 13, 14, 15, 16 and 17 of the petition.

2. As to paragraph 7, the defendant further says as follows:—

(A.) He did not inform the plaintiff on or about the 25th of May 1885 that the steamship *Estrella* had been released from the arrest and seizure suit of 1885, but he did tell him on that day that an order had been obtained for the dissolution of the attachment on security being given for the claim of William McGregor Smith in that suit, and as a matter of fact on that day such order was obtained and the ship was in pursuance of such order actually released on the 16th of June, 1885, the security being arranged and completed on the latter day.

(B.) He never did inform the plaintiff either on the 23rd of May or at any other time that security had been given to meet any other claims than those of William McGregor Smith in suit 18 of 1885.

(C.) He did not on or about the 28th of May inform the plaintiff that he might safely pay the 2nd instalment of ten thousand dollars and proceed to complete the purchase of the vessel; but on the 16th of June when the security above mentioned was actually given and the vessel was released from the attachment in suit 18 the defendant, in answer to a question put to him by or on behalf of the plaintiff, did state that the vessel was then absolutely free from attachment or arrest and that the defendant was then free to hirer over and that the plaintiff was then free to take possession of her and this was true in fact and except as above the defendant gave no assurance or representation or guarantee that had any relation whatever to the claim of J. H. Smith or anyone else except to McGregor Smith.

As to paragraph 8 the defendant says that he admits the payments therein alleged

but denies that they were made by the plaintiff in reliance upon such statements of the defendants as are alleged in the petition.

4. As to paragraph 9 defendant says as follows:—

(A.) He made no statements that were in fact untrue or that he knew to be untrue as alleged.

(B.) He never gave any security to meet any claim of J. H. Smith, nor did he ever undertake to give any such security or state that he had given any such security that would cover any such claim.

5. The defendant further says as follows:—

At the time when the vessel was handed over by the defendant's agents to the Plaintiff Rapp, on the 16th of June, she was stated to be free from attachment, but the said Rapp was well aware that although she was free from any actual attachment, yet that there was a probability of some adverse claim being preferred by one J. H. Smith and in respect of which an attempt might be made to attach or seize the vessel; and he said the said *Estrella* was quite safe and sound. Now Mr Rapp the *Estrella* is perfectly free and clear, everything is settled. Now pay me the \$10,000. I asked him what had been done with J. H. Smith and he replied:—He is all right; I paid the dollars into Mr Caldwell's hands and he is satisfied. I told him I had just been asked to see Mr Holmes and we both left my place together. On my return I wrote out a cheque for \$10,000 and sent it to Mr Melby. Directly afterwards I got a note from Mr Melby, saying everything was all right now and that he supposed I would take the steamer away that week.

At this stage Mr Francis put in correspondence with Mr Caldwell and Mr Holmes.

Witness (continuing)—It was on Thursday (28th May) I gave him the cheque, and I asked Mr Melby if it would be convenient for him if I took away the ship on Monday 4th June. There was a short memorandum drawn up between Mr Melby and myself about the purchase. Mr Melby had no objection to my taking the steamer on the day I mentioned. On 4th June he took me to the Spanish Consul to tell him I had purchased the vessel and to get her transferred. The Spanish Consul told me the transfer would have to take place in his office, and he also said that before he could transfer the ship he would have to telegraph to the Harbour Master at Manila, and he would give me notice when he got an answer. At this time I was fully convinced that the *Estrella* was free. On the 8th June I got notice from the Consul that he would be ready to transfer on the 10th, and there we "executed" timber. On the same day I paid a further sum of \$5,000 to Mr Melby. In Mr Holmes' office Mr Caldwell asked me for it. When I signed the bill on this and paid the \$5,000, I had no idea that the vessel was under arrest, but I would have paid a cash. I told him she would have to go and see the German Consul about a fine. Mr Caldwell stopped me and said before I did that he wanted to see me. I said I must see the Consul at once as he was going to Canton, and Mr Caldwell asked me to call at his office after I had seen the Consul. I called at his office about five o'clock. As soon as he saw me he called out, "Mr Rapp, I cannot give you the ship." No solicitor would sign such a bond as has been drawn up in security for her. For God's sake do not hoist the German flag, it would be contempt of Court! I was simply thunderstruck. That was the first time I learned that the ship was not free. I went away in disgust to Mr Melby. He appeared to be just as surprised as I was and said—I really cannot understand how Mr Caldwell could act like that? Next morning I saw Mr Melby again, and he told me he had sent a very strong telegram to Manila and he hoped the thing would be arranged soon. While they were telegraphing backwards and forwards to Manila I asked Mr Melby, "Are you quite sure that security has been given to Blackhead?" He was then asked if I communicated with Mr Melby with a view to the purchase. I arranged to purchase her for \$20,000 on a two years' credit. I had heard there had been some trouble about the vessel, but I had no idea what it was. I asked Mr Melby if he was at liberty to sell her as I had heard of some trouble. He answered—Yes, there has been trouble about her. I can't explain it all to you, but I am at liberty to sell her. I will take you over-morrow to Mr Caldwell, and he will explain everything to you." Next morning I went to see Mr Caldwell. Mr Melby told him of the bargain and asked him to explain everything about the trouble. Mr Caldwell told me the ship had been arrested by several people. He took up five papers in his hand and said—"In each of these papers there is not any claim against the *Estrella*. Three of these papers have been handed in voluntarily to me and the other two as soon as it was found that I had taken proceedings in court." He told me the latter two were from Messrs J. H. Smith and McGregor Smith. I told Mr Caldwell that I had heard there were notices in the papers but had not seen them. Mr Caldwell said, "Mr Rapp, I cannot give you the ship." He said "Of course Mr Ortiz will always be responsible." I said "Mr Ortiz is in Manila; I should not care about running after him. If there is to be any trouble I had rather have nothing to do with it." He replied, "Really, Mr Rapp, there cannot be any trouble." I said if I knew any solicitor. I said personally I knew only Mr Holmes and Mr Dennis. He said, "Give Mr Holmes a chance, he has said he will take the paper, but said the notice had been taken out. Mr Caldwell said there was nothing in the way of any buying the ship and that no trouble could come. He said he could sell the ship on the highest terms, free of encumbrances. I said, to him—And if there comes trouble after all Mr Caldwell? He said "Of course Mr Ortiz will always be responsible." I said "Mr Ortiz is in Manila; I should not care about running after him. If there is to be any trouble I had rather have nothing to do with it." He replied, "Really, Mr Rapp, there cannot be any trouble." I said personally I knew only Mr Holmes and Mr Dennis. He said, "Give Mr Holmes a chance, he has said he will take the paper, but said the notice had been taken out. Mr Caldwell said there was nothing in the way of any buying the ship and that no trouble could come. He said he could sell the ship on the highest terms, free of encumbrances. I said, to him—And if there comes trouble after all Mr Caldwell? He said "Of course Mr Ortiz will always be responsible." 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E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 1, 1888. 182

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G. de CHAMPEAUX,
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Hongkong, August 3, 1888. 1207

Intimations.

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The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Etel, Bröschneider, and Hirth, Professor Legge, and Messrs. Balfeur, Wattes, Sten, Phillips, Macintyre, Groot, Jonson, Faber, Kosch, Parker, Playfair, Giles, Piton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each Edition, and FARNUCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly bulletins of news should be prepared, we decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports, and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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China Mail Office, Hongkong.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs DAILY as a FERRY BOAT between Pedder's Wharf and Tsim-Tsui, at the following hours.—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON, LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45, " 7.00, "

7.30, " 7.45, "

8.00, " 8.15, "

8.45, " 9.00, "

9.15, " 9.30, "

9.45, " *10.00, "

*10.15, " *10.30, "

*10.45, " 12.00, "

12.15 P.M. 12.30 P.M.

1.00, " 1.15, "

1.30, " 1.45, "

2.00, " 2.15, "

2.30, " 3.00, "

3.30, " 4.00, "

4.15, " 4.30, "

4.50, " 5.10, "

5.25, " 5.40, "

6.00, " 6.15, "

6.45, " 7.00, "

7.15, "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of theShipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
	2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
	3. From Jardine's Wharf to the Harbour Master's Office	